

HONGKONG
WEEKLY.

ILLUSTRATED

No. 13,868.

The China Mail.

ESTABLISHED 1845

HONGKONG, FRIDAY, SEPTEMBER 13, 1907.

第六千八百六十八號

PRICE, \$3.00 Per Month.

Don't Forget

TO ORDER THE
OVERLAND
CHINA MAIL.
BEFORE GOING HOME.

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907.

TAI KWONG CO.,
109, Des Voeux Road Central

CAROLINE LAMPS
AND
WELSHACH MANTLES.
Hongkong, June 14, 1907.

A GRAND PROMENADE
CONCERT

will be held on the
VOLUNTEER PARADE GROUND,
on
SATURDAY, the 14th SEPTEMBER,
at 9.15 P.M.

Tickets, \$2 and \$1, can be obtained at
Messrs. KELLY & WATSON and at VOLUNTEER
HEAD QUARTERS.

Hongkong, September 1, 1907.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION CO.

NOTICE.

THE AUSTRIAN LLOYD, TRIESTE,
begs to intimate that for sailings on or
after the 15th September, the Passage
Rates from the Straits, China and Japan
will be subject to a Surcharge of 10%.

SANDER, WIELER & Co.,
Agents.

Hongkong, September 11, 1907.

CHINA EXPRESS CO.,
3, DUDDELL STREET.

SHIPPING, FORWARDING AND
INSURANCE AGENTS

PACKING & WHAREHOUSING.

PARCELS and Cases of any size, shape,
or weight sent to all parts of the
world. Duty and all other charges can be
prepaid, if desired, so that they are deliv-
ered absolutely free.

Hongkong, July 1, 1907.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING of SHAREHOLDERS in the
above Company will be held at the Com-
pany's Offices, on SATURDAY, the 28th
September, at Noon, for the purpose of
receiving the Report of the General Man-
agers, together with a Statement of Accounts
to 31st June, 1907.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 14th to
the 28th September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, September 9, 1907.

CAMPBELL, MOORE & CO., LD.

Hair Dressers, Wig Makers
and Perfumers.

ELECTRIC MASSAGE
(FACE OR SCALP)

at the Shop, or elsewhere by special
arrangement.

Hongkong, September 2, 1907.

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of Every
Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

S. GREENFIELD

Successor to

HARRIS-KEENEY CO.,

MANUFACTURERS OF HIGH GRADE RATTAN
AND LAMIN FIRE FURNITURE.

2, PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to
all local residents.

Hongkong, July 31, 1907.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS :
KOWLOON BAY.

OFFICES & STORES :

No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

SS. HONAM, 2,383 tons, Captain S. Bell-Smith.
SS. FOWAN, 2,383 tons, Captain H. Irwin Black.
SS. FATHAN, 2,260 tons, Captain Lloyd.
SS. KISHAN, 1,935 tons, Captain B. Branch.
SS. HUNGSHAN, 1,935 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 8 p.m. (Sunday excepted).

The SS. FOWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.

The SS. HONAM, carrying His Majesty's Mails, are the largest and fastest on the
line. Special attention is drawn to their Superior Saloon and Cabin accommodation.

For full particulars of the HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

SS. SUI AN, 1,651 tons, Captain W. A. Valentine.
SS. SUI TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.
The SS. SUI AN and SUI TAI will not run on SUNDAY next.

Canton-Macao Line.

SS. LUNGSHAN, 2,19 tons, Captain W. Reynolds.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

SS. SAINAM, 582 tons, Captain J. Wilcox.
SS. NANTING, 582 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about 10 days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor) opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

JAPANESE BEER



'YEBISU' 'SAPPORO' 'ASAHI'

AND A NEW BRAND OF SPECIAL LIGHT BEER

'PEACE'

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906,
£17,837,119.

—Authorized Capital £3,000,000

—Subscribed Capital £4,750,000

—Paid-up Capital £2,837,500 0 0

—Fire Funds £3,867,720 13 8

—Life & Annuity Funds £1,762,898 8 6

£17,837,119 8 1

Revenue Fire Branch... £2,061,044 19 8

Life & Annuity Branches... £1,713,408 19 10

£3,774,853 19 8

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOMES & CO.,
Agents.

PATELL & CO.,

SHAMEEN, CANTON.

GENERAL STOREKEEPERS,
WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.



BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE—2, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

Just Received

NEW STOCK OF
'WALKOVER'
BOOTS

BLACK AND BROWN

\$10.50 Per Pair.

SATISFACTION GUARANTEED WITH EVERY PAIR

LANE, CRAWFORD & Co.

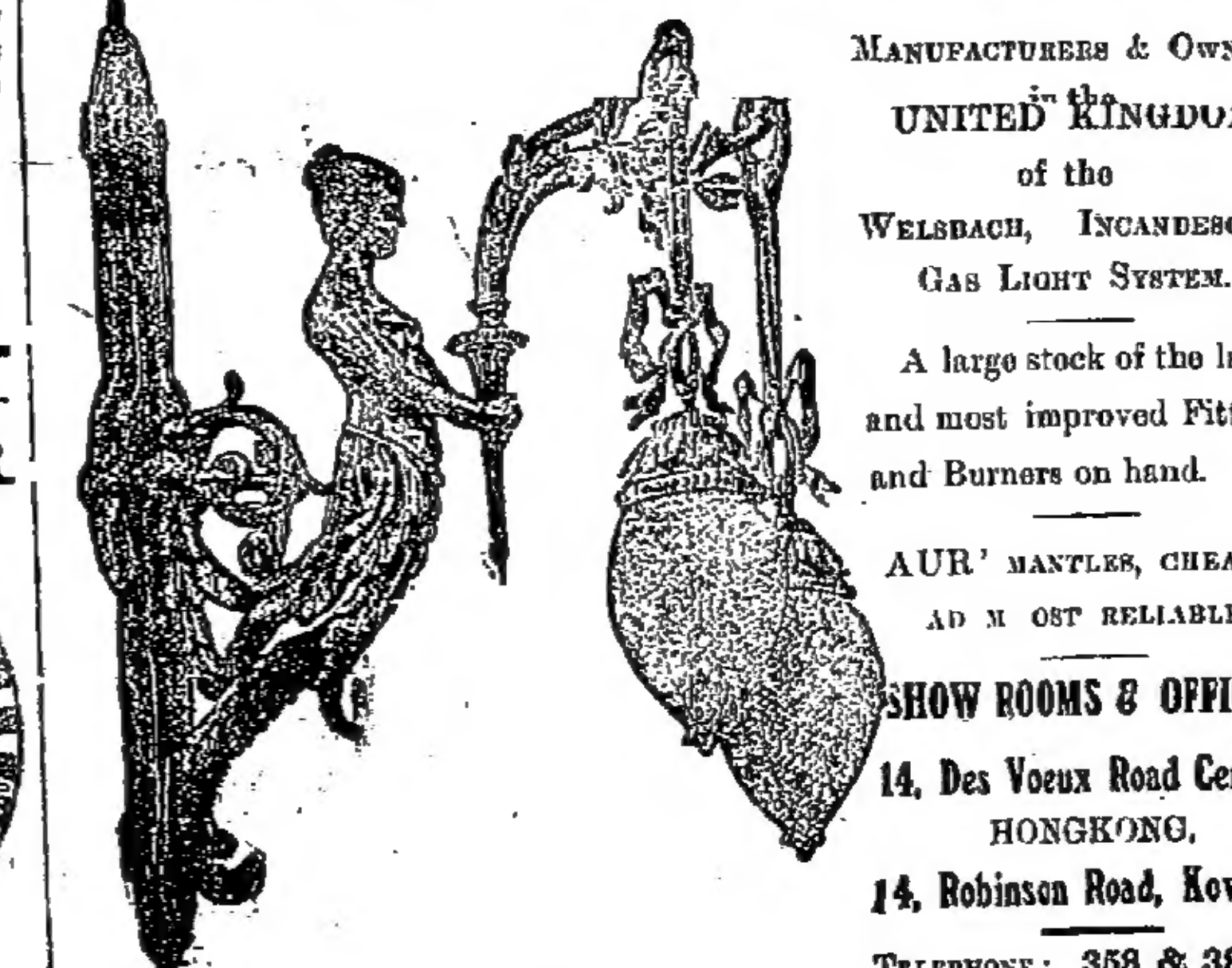
Hongkong, August 31, 1907.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.



Hongkong, September 3, 1907.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COUSINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, COUSINE & SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

YUEN CHEONG.

SWATOW DRAWN-WORK MANUFACTURER.

Wholesale & Retail.

ALL kinds of DRAWN-WORK, ENGRAVING, GLASS CUTTING, FURNITURE, WARE AND LACES, &c., &c.

No. 38, Queen's Road Central, Hongkong.

(LAYS OFF 52, WELLS ROAD STREET).

Hongkong, September 4, 1907.

CHIEE WING & CO. 27, 28 and 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TREES, CORRUGATED IRON, FIG IRON, &c.

Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

1370

SIEN TING,

Surgeon Dentist,

No. 11, D'ARQUER STREET.

TERMS VERY MODERATE

Consultation Free.

26

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory;

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory;

Shewan, Tomes & Co.,

GENERAL MANAGERS.

369

FAIRALL & CO.

STOCK TAKING SALE

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

NEW AUTUMN SUITS

at Sale Prices.

7 and 9, PEDDER STREET.

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

1113

Hongkong, September 2, 1907.

SUMMER REQUISITES

PRICKLY HEAT LOTION AND POWDER

SAFE REMEDIES FOR ALLAYING THE IRRITATION.

SUN GLASSES

'NESTOR' SANITARY FLUID

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

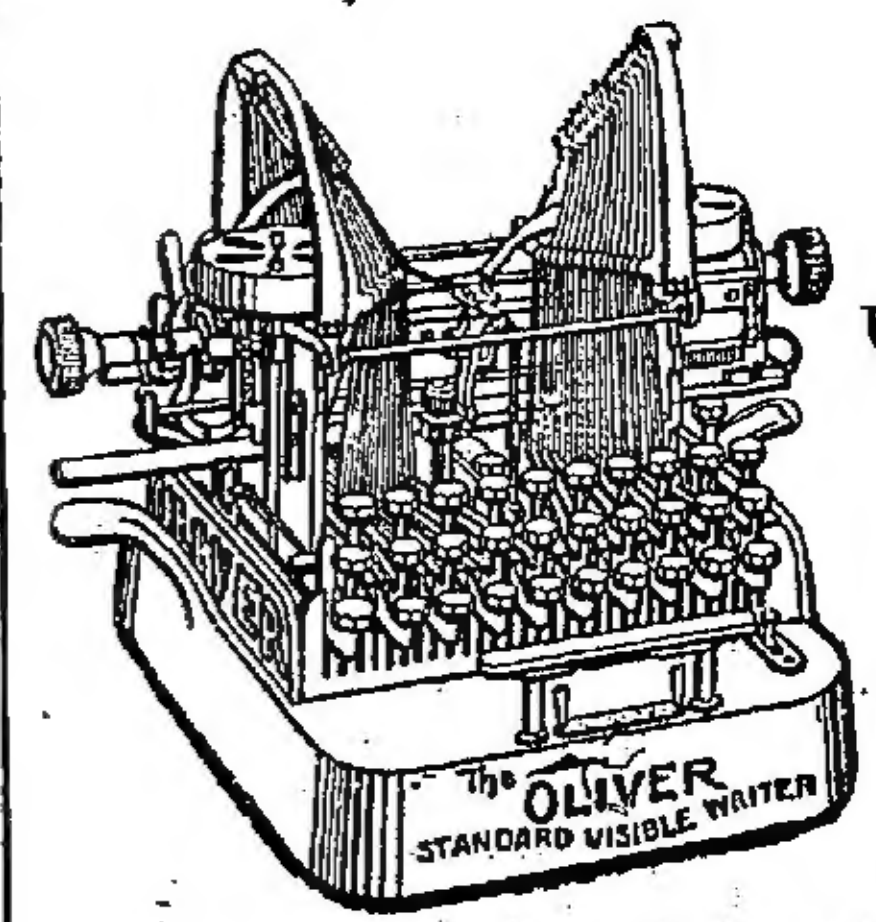
VICTORIA DISPENSARY.

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.



Unrivalled for Duplicating,

Writing in Sight,

Universal Keyboard,

TYPEWRITER RIBBONS

and supplies for ALL Ma-

chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907.

1005

(UNDER ROYAL PATRONAGE)

MEE CHEUNG, ART PHOTOGRAPHER.

NEW STOCK

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907.

TRY

CALDBECK'S

VERMOUTH COCKTAIL

AND

GIN COCKTAIL

\$1.00.....Per Quart Bottle.

Caldbeck, Macgregor & Co.,

10, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
81, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,
11, D'AGUIAR STREET.

Hongkong, February 18, 1907.

**THERE IS NO DOUBT
THAT**

There is no doubt that 'Fruit Salt' has been taken in the earliest stages of disease to hasten its recovery and prevent a serious illness. The effect of

ENO'S 'FRUIT SALT'

is

NATURE'S OWN REMEDY

ENO'S 'FRUIT SALT' is a natural remedy for all ailments of the digestive system. It is a pure, natural, and harmless substance, and is the only remedy of its kind. It is the only remedy that is both effective and pleasant to take. It is the only remedy that is both effective and pleasant to take. It is the only remedy that is both effective and pleasant to take.

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

**Holloway's
PILLS & OINTMENT**
Should be in every Home.

The Pills & The Ointment

CURE INDIGESTION, BILIOUSNESS, HEADACHE, CONSTIPATION, FLATULENCE, DIZZINESS, &c., THE CHEST AND THROAT.

CURES SPRAINS, WOUNDS, SORES, SKIN ERUPTIONS, AND COMPLAINTS OF THE CHEST AND THROAT.

RECOMMENDED AND USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street, (late 53, Oxford Street), London.

JOHN OAKLEY & SONS

EMERY

EMERY GLASS BLACK CLOTH PAPER LEAD

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS LIMITED, 2, WELLINGTON MILLS LONDON.

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

Which applies to all Branch Offices.
A1, A B O 5th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOI, KOB, KANZU,
SHANSHAI, HONGKONG AND HANKOW.

AGENCIES:

YOKOHAMA: M. ASADA, Esq.
CHINESE: Messrs. GEARING & CO
MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takasima,
Ochi, Shinjima, Namazuta and Kami-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzan Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PEDDER STREET.

Hongkong, April 25, 1906.

2125

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

2215

MADE IN AMERICA.

A "Tough" Tale.

A reader, in forwarding the following, called it from the "New York World," describes it as "something new," and thinks that Huck Finn would call it "interesting, but tough." We think so too; but as a sample of the "enterprise" of American journalism we reproduce it. It will probably cause a smile. The extract is as follows:—

Former Judge Morgan J. O'Brien, one of the great corporation lawyers of the day, recently told the following story of J. J. Hill's efforts to finance in London the Great Northern merger:

"I have never seen the story in print," said Judge O'Brien, "and, as it is illustrative of Mr. Hill's magnetic character and the manner in which he has found help for his enterprises, I think I will tell it. I would like to give it in the language of Mr. Hill, but cannot.

"I went abroad two or three years ago; and among my fellow passengers upon the steamer was the President of the Northern Pacific. He told me the incident I am about to narrate to you, and appeared to derive much satisfaction out of it. He said that he tried to finance the Great Northern merger in Wall Street the summer before the Boer war and failed. Not to be defeated, he sailed for London carrying with him letters to several influential bankers.

"Immediately after landing he communicated with one of the bankers and was invited to meet him at dinner at his home, upon which occasion several gentlemen would be present. Mr. Hill was desired to bring his maps and plans with him.

"After dinner the host requested Mr. Hill to unfold his scheme, and then and there, transforming the banquet board into a desk, Mr. Hill spread out his maps, opened his memorandum, and proceeded to deliver a lecture upon the desirability of putting through this particular deal.

"The company listened intently, put many questions, and it was late when the American railroad man tucked his maps under his arm and entered his humors. He slept profoundly at the Carlton, and, contrary to his usual rule, lay late in bed next morning. He had just rung for his coffee, and was only partly dressed, when a servant knocked and informed Mr. Hill that a gentleman was outside in the corridor who was in pressing need of speaking with him for a moment, as he was about to sail for South Africa and had but brief time to spare.

"Mr. Hill marvelled at the haste displayed by his early visitor, but gave permission for him to enter. A white haired, soldierly looking man entered, apologised for the intrusion saying that he had to take steamer within an hour for South Africa. He said that he desired before leaving to invest in Mr. Hill's American securities. He assured him that he had been much impressed with Mr. Hill's exposition of the scheme at the dinner, the dinner the night before, and had brought with him an order upon his banker for \$250,000, all the cash he had in the world, which he desired that Mr. Hill should put into the merger bonds for him at the best possible figures.

"Mr. Hill was thunderstruck. He was flattered, but felt that he ought not to permit this stranger to risk all his money in a single enterprise, and answered something like this: 'My good sir, I am flattered with your trust. I believe that I am offering you a good investment; but I would not put all my eggs into one basket, if I were you. To be sure, I shall strive to make this investment highly profitable. But all your money—I will take half of it with pleasure and invest it.'

"The Englishman immediately froze up. He answered Mr. Hill: 'I came to you, sir, to invest some money; not for advice. There is the order for the money. Good day, sir,' and he stalked out of the room.

"And who do you suppose that man was?" inquired Mr. Hill of me. "That was Field-Marshal Lord Roberts, who had just returned home from India and was being sent off to command the British forces in the Boer War."

"Mr. Hill added that it was a source of great satisfaction to him that he was enabled through the aid of the English bankers to finance the Great Northern merger, and that he took especial satisfaction in returning to Lord Roberts five pounds for every one that he put into the enterprise, about \$1,250,000.

It may be added that Lord Roberts retired from the Indian command in 1893, and was not sent to South Africa until 1899! American journalists should look up their reference books before they write such drivel as the above.

STOCKTAKING

A FEW SHOP-SOILED MACHINES
AT AUCTION PRICES.
SINGER SEWING MACHINE CO.,
72a, Queen's Road Central.

Hongkong, September 5, 1907.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL' Ho: KONG.
A. B. O. Code, 4th Edition.
A. 1 Code.
Cable & Standard Code.
TELEPHONE 232.

Hongkong, May 18, 1906.

1034

1034

1034

1034

FENNINGS'

For the Prevention and Cure of
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/1 each, with full directions.

No Resident in Tropical Countries should be without this
invaluable Medicine, the timely use of which has saved
thousands of lives.

ALFRED FENNINGS, Cowes,
England.

CURER!

Auctions.



PUBLIC WORKS DEPARTMENT.

No. 6000—Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of September, 1907, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at SHUKUWAN, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Lease to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.									
Lot No.	Location	Boundary	Area	Area	Area	Area	Area	Area	Area
ft.	ft.	ft.	ft.	ft.	ft.	ft.	ft.	ft.	ft.
60	60	120	120	7,500	80	1,000	1,000	1,000	1,000
1460									

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 17th September, 1907, commencing at 2.45 P.M., at No. 29, DICK VILLAS, Kowloon Dock, a

VALUABLE QUANTITY OF

HOUSEHOLD FURNITURE,

Comprising—

TAPESTRY AND PLEASANT DRAWING ROOM SUITE, BEAR VERANDAHS with

BUFFET, MIRROR, BRASS FENDER and

FIRE BRASS, LAQUERED SCREEN and

PICTURES, CARPETS, &c.

EXTENSION DINING TABLE, SIDEBOARD and

DINING WAGON with MIRROR, &c., &c.

GLASS-MOUNTED BEDSTEADS, CAMPBELL

WOOD BEDROOM SUITE, &c., &c.

ONE GRANDFATHER with REFRIG.

ONE COTTAGE PIANO

and

A Few Pieces of CANTON BLACKWOOD

WARE.

TERMS:—As Customary.

On View from Monday, the 16th Sept., 1907.

Geo. P. LAMBERT,

Auctioneer.

Hongkong, September 11, 1907.

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

1478

To Let.

TO LET.

TOWER HOUSE; Ten Rooms; Ken-
sington Road.
Apply
Mrs. G. SACHSE, KINGSCLERE,
Hongkong, September 2, 1907. 1419

TO LET.

FROM OCTOBER 1.

NO. 1, ANTRIM VILLAS, Des Vaux
Road, Kowloon.
Apply
Messrs. FARRELL & LYSAUGHT,
Hongkong, September 2, 1907. 1462

TO LET—FURNISHED.

NO. 14, SALISBURY AVENUE,
Kowloon.
No. 1, EAST AVENUE, Kowloon.
Apply to
HUMPHREYS' ESTATE & FINANCE
Co., Ltd.
Hongkong, August 13, 1907. 1331

TO LET.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 100,
PRAYA EAST.
Apply to
CHATER & MODY,
Victoria Buildings,
Hongkong, June 19, 1907. 1086

TO BE LET.

A 5 from the 1st August next, No. 5,
MORRISON HILL.
Apply to
Messrs. JARDINE, MATHESON & Co.,
Ltd.
Hongkong, June 29, 1907. 1087

TO LET.

SHOPS and FLATS in Des Vaux Road
CENTRAL.
Apply to
HUMPHREYS' ESTATE & FINANCE
Co., Ltd.
Hongkong, July 13, 1907. 1149

TO LET.

NO. 2, HOLLYWOOD ROAD.
Apply to
ARRATON V. APOAR & CO.,
45, Wyndham Street,
Hongkong, April 4, 1907. 389

TO LET.

FIRST FLOOR, No. 84, QUEEN'S
ROAD CENTRAL.
Apply to
IP PAK HING,
c/o MESSRS. & Co.,
Hongkong, September 3, 1907. 1423

TO LET.

2ND FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND
STREET.
Apply to
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, February 19, 1907. 25

TO LET.

BEACONSFIELD ARCADE, Fine
Offices and Dwelling Rooms.
16, QUEEN'S ROAD CENTRAL, Top Floor
(over Goldbeck, Macgregor & Co.)
BELLIUS TERRACE HOUSES, RO-
BINSON ROAD.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, April 12, 1907. 1716

TO LET.

A LARGE HOUSE on the CENTRAL
AVENUE, SHAMSEEN, possession
given from 1st January, 1908. No ap-
plication will be considered for a term of less
than five years. A longer lease will
be made if desired.
Apply to
Care of 'CHINA MAIL' Office,
Canton, China, August 13, 1907. 1317

TO LET.

HATHERLEIGH, CONDUIT ROAD.
No. 1, RIPON TERRACE, BONHAM
ROAD.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS
Conduit Road.
FLATS in MORRISON TERRACE.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, September 1, 1907. 2

TO LET.

ONE FOUR-ROOMED HOUSE, at
PRAYA EAST, near East Point.
Apply to
JARDINE, MATHESON & Co., Ltd.
Hongkong, January 3, 1907. 18

TO LET.

LARGE and Spacious GODOWNS Nos.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, PRAYA EAST,
formerly in the occupation of the Ad-
miralty.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, September 1, 1907. 744

TO LET.

70,000 SQUARE FEET of LAND
with 200 foot frontage to
Kowloon Bay. Moderate Rental.
Apply to
Messrs. FARRELL & LYSAUGHT,
Hongkong, August 23, 1907. 1369

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

TO LET.

FRIDAY, SEPTEMBER 13, 1907.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS.....
Sterling.....\$10,000,000
Silver.....\$11,750,000
RESERVE LIABILITY OF \$10,000,000
PROFITORS.....

COURT OF DIRECTORS:
G. H. MEHURST, Esq., Chairman.
Hon. Mr. HENRY KENNEDY, Deputy Chairman.
A. Fuohs, Esq., A. J. Raymond, Esq.,
E. Goots, Esq., E. Shollin, Esq.,
R. Sheehan, Esq., R. Sheehan, Esq.,
A. Haupt, Esq., H. A. W. Slade, Esq.,
O. R. Leemann, Esq., H. E. Tomkins, Esq.,
CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "
J. R. M. SMITH,
Chief Manager.
Hongkong, August 17, 1907.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
The Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.
Hongkong, January 12, 1907.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1860.
CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUNDS... 14,550,000
BRANCHES AND AGENTS:
TOKYO, KORE, NAGASAKI,
YOKOHAMA, NEW YORK,
SAN FRANCISCO, HONOLULU, BOMBAY,
SHANGHAI, HANKOW, CHANGHAI,
TIENTSIN, PEKING, NEWCASTLE,
PORT ARTHUR, DALNY, ANTUNG,
LYON, MUKDEN, TIENTSIN,
CHANGCHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed.
On Current Account at the rate of 2 1/2 per cent. on the daily balance.
ON FIXED DEPOSITS:
For 12 months.....5 1/2 per cent.
For 6 months.....4 " "
For 3 months.....3 " "
TAKAO TAKAMORI,
Manager.
Hongkong, April 6, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.
AD-UP CAPITAL.....£280,000
Shortly to be increased to £1,200,000.
RESERVE FUND.....£1,075,000
Shortly to be increased to £1,475,000.
RESERVE LIABILITY OF PRO-
PRIETORS.....£280,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits for 12 months 4 1/2 " "
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
JOHN ARMSTRONG,
Manager.
Hongkong, May 16, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED.....£1,125,000
PAID UP.....£625,000
RESERVE FUND.....£170,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits:
For 12 months 4 1/2 " "
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
EVAN ARMISTON,
Manager.
Hongkong, May 1, 1907.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUND.....Yen 625,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tainan,
Fuzhou, Osaka, Yokohama,
Keelung, Shanghai, Yokohama,
Swatow.

HONGKONG OFFICE:

3, Des Voeux Road.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
D. ROHDOW,
Manager.
Hongkong, April 5, 1907.

AGE AND QUALITY GUARANTEED.

Watson's DUNDEE WHISKY, No. 10.

THE FINEST OLD SCOTCH.

J. WATSON & CO., LTD., DUNDEE.

Hong Kong Agents: WATSON, LTD., 40, Queen's Road Central.

The genuine mineral water of **VICHY** French state's springs.

BE CAREFUL TO NAME WHICH SPRING.

VICHY CELESTINS Cont. Gravel, Rheumatism, Bladder diseases.

VICHY GRANDE-GRILLE Liver complaints.

VICHY HOPITAL Stomach's diseases.

LOZENGES—SALTS—COMPRIMES VICHY-ÉTAT

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORIZED CAPITAL.....\$288,475
PAID-UP CAPITAL.....\$245,712
CAPITAL RESERVE FUND.....\$12,756
RESERVE FUND.....\$300,000

LONDON BRANCH:

61, Old Broad Street, E.O.
MANAGER—GEORGE MUNRO.

LONDON BANKERS—

Part's Bank.
Commercial Bank of Scotland.
The Bank grants drafts and telegraphic transfers and conducts every description of Eastern Banking business.

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits for 12 months 5 per cent.
" 6 " 4 " "
" 3 " 3 " "
G. C. MOXON,
Managing Director.
Hongkong, September 28, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL, PAID-UP.....GOLD \$2,500,000
about Mex. \$3,900,000.
RESERVE FUND.....GOLD \$4,250,000
about Mex. \$6,900,000.

HEAD OFFICE—

60 WALL STREET, NEW YORK.
LONDON OFFICE—THREADEWELL HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES & AGENTS ALL OVER THE WORLD.
The Corporation Transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 1/2 per cent. on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " " "
For 3 " 3 " " "
JOHN ARMSTRONG,
Manager.
Hongkong, May 16, 1907.

THE BANK OF TAIWAN LIMITED.

AUTHORIZED CAPITAL.....Yen 5,000,000.
SUBSCRIBED.....Yen 3,750,000.
PAID UP.....Yen 625,000.
RESERVE FUND.....Yen 170,000.

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits:
For 12 months 4 1/2 " "
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
EVAN ARMISTON,
Manager.
Hongkong, May 1, 1907.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUND.....Yen 625,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tainan,
Fuzhou, Osaka, Yokohama,
Keelung, Shanghai, Yokohama,
Swatow.

HONGKONG OFFICE:

3, Des Voeux Road.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
D. ROHDOW,
Manager.
Hongkong, April 5, 1907.

THE BANK OF TAIWAN LIMITED.

AUTHORIZED CAPITAL.....Yen 5,000,000.
SUBSCRIBED.....Yen 3,750,000.
PAID UP.....Yen 625,000.
RESERVE FUND.....Yen 170,000.

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits:
For 12 months 4 1/2 " "
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
EVAN ARMISTON,
Manager.
Hongkong, May 1, 1907.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUND.....Yen 625,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tainan,
Fuzhou, Osaka, Yokohama,
Keelung, Shanghai, Yokohama,
Swatow.

HONGKONG OFFICE:

3, Des Voeux Road.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
D. ROHDOW,
Manager.
Hongkong, April 5, 1907.

THE BANK OF TAIWAN LIMITED.

AUTHORIZED CAPITAL.....Yen 5,000,000.
SUBSCRIBED.....Yen 3,750,000.
PAID UP.....Yen 625,000.
RESERVE FUND.....Yen 170,000.

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits:
For 12 months 4 1/2 " "
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
EVAN ARMISTON,
Manager.
Hongkong, May 1, 1907.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUND.....Yen 625,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tainan,
Fuzhou, Osaka, Yokohama,
Keelung, Shanghai, Yokohama,
Swatow.

HONGKONG OFFICE:

3, Des Voeux Road.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
D. ROHDOW,
Manager.
Hongkong, April 5, 1907.

THE BANK OF TAIWAN LIMITED.

AUTHORIZED CAPITAL.....Yen 5,000,000.
SUBSCRIBED.....Yen 3,750,000.
PAID UP.....Yen 625,000.
RESERVE FUND.....Yen 170,000.

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the daily balance.
On Fixed Deposits:
For 12 months 4 1/2 " "
" 6 " 3 1/2 " "
" 3 " 2 1/2 " "
EVAN ARMISTON,
Manager.
Hongkong, May 1, 1907.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL.....Yen 5,000,000.
PAID-UP CAPITAL.....Yen 3,750,000.
RESERVE FUND.....Yen 625,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kobe, Tientsin,
Anping, Nagasaki, Tainan,
Fuzhou, Osaka, Yokohama,
Keelung, Shanghai, Yokohama,
Swatow.

ATROCIOUS CRIME IN DELI.

A frightful crime by Chinese coolies is reported from Delhi.
A number of coolies had deserted from the Ardhama estate, and a Chinese overseer was sent to capture them, and take them back to their work. In the course of time, he found them working on the roadway for the Government. He urged them to return to the estate, but they refused to do so. The coolies then secured the overseer, bound him with ropes, and buried him alive.
Eventually, the police discovered the corpse and arrested four of the murderers. Six other coolies, accomplices, were at large at the date of last advices from Delhi.

KIAO-CHAU PROTECTORATE.

Improved Dock Facilities.

BERLIN, August 8.
The "Kohlsche Zeitung" learns by a telegram received from Kiao-chau that the Government ships' repairing yard at Tsing-tau has been converted into a shipbuilding yard after several years' work, which, in order not to disturb the general working of the yard, has been carried out gradually. Thus, Germany now possesses in the great harbour of Tsing-tau a shipbuilding yard, which is claimed to be adequate to meet all the requirements of shipping in the Far East, and which, in conjunction with the floating dock of 14,000 tons' carrying capacity, cannot fail to develop considerably the shipping trade of the port.
The dock referred to was occupied in its first year for 216 days and by 24 vessels. Every kind of ship-repairing can now be carried out at Tsing-tau, and the German cruisers and warships generally stationed in the Far East and the South Sea, will henceforth be independent of the docks at Shanghai, Hongkong, Sydney, Nagasaki, and elsewhere. The facilities for loading and unloading cargoes at Tsing-tau are now superior to any similar facilities in the harbours of the Far East.

THE JAPANESE ARTILLERY.

ST. PETERSBURG, July 29.
The equipment of the Japanese artillery with new Krupp quick-firing guns is now completed, and every battery has the new guns. The Mountain Artillery is no longer subordinate to the Field Artillery; it will form four independent battalions, which will be attached to the divisions stationed in the hill regions.

PARTITION OF SAGHALIEN.

ST. PETERSBURG, July 29.
The difference between the Japanese and Russian methods is being brought to light strikingly in the way in which each country has gone to work of late with regard to marking off their respective spheres on the island of Saghalien. Thus, while Russia has set 250 officials to work, Japan has 200 men busily engaged. The work is found to be very difficult in the marshy ground and among the hills.

For Sale.

FOR SALE.

INLAND LOT No. 1706.

SITUATE AT NORTH POINT, SHATKIN'S WYAN ROAD, Hongkong, (next to the Metropole Hotel).
The Property contains by admeasurement 103,950 square feet. Crown Rent \$238.00 per annum.
For further particulars, apply to
GOLDEN & BAYLOW,
Solicitors,
10, Queen's Road Central.
Hongkong, September 11, 1907.

FOR SALE.

TWO FIRST-CLASS LIGHTERS.

PARTICULARS—

Description.....Steel.
Where Built.....Shanghai.
Date.....1905.
Length.....101 feet.
Breadth.....23 feet 3 inches.
Depth.....8 feet 7 inches.
Capacity.....350 tons 40 c. feet.
Registered Tonnage.....205.61.
Both Lighters are British Registered Ships, and are in every respect in first-class condition.
For further particulars, apply to
"CHINA MAIL" Office,
Hongkong, September 10, 1907.

FOR SALE.

'KELLET OREST' THE PEAK.

A FIVE-ROOMED BUNGALOW on MOUNT KELLET, with Four Bath-rooms, two Drying Rooms, tiled Kitchen, excellent servants' quarters, chicken houses, garden, and tennis lawn, all in first class condition. Teak floor throughout. The house is sheltered from the North-East and has an uninterrupted view to the South-West, is cool, quiet and private.
Price \$5,000, of which part could remain on mortgage at 7%.
Apply to
W. J. SAUNDERS.
Hongkong, September 3, 1907.

FOR SALE.

BOUND VOLUMES

OF THE

'NEW WEEKLY'

ARE ON SALE AT THE
'China Mail' Office,
8, Queen's Road Central.

FOR SALE.

REFORM IN CHINA.

Being a letter addressed to Rear-Admiral Lord CHARLES BRADSHAW, O.B.M.P. And an article in reply to CHINA: 'THE SLEEP AND AWAKENING.'

To be had in pamphlet form at the 'China Mail' Office, 8, Queen's Road Central.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

Price.....60 Cents.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity*	despatch-vessel	1790	18	8000	Comdr. E. La T. Leatham	Japan
Astrea	cruiser, 2nd class	4380	10	9000	Captain S. L. Vaughan Lee	Japan
Bedford	cruiser, 1st class	9700	—	—	—	Japan
Brabant	river gunboat	710	2	800	Lieut.-Comdr. Davidson	Welbale
Brettonart	river gunboat	710	2	800	Lieut.-Comdr. Bamber	Hongkong
Odessa	sloop	1070	6	1400	Comdr. B. L. Majendit	Welbale
Cherab	water tank and tug	320	—	350	—	Hongkong
Cllo	sloop	1070	6	1400	Comdr. C. D. S. Raikes	Hongkong
Fame	torpedo boat destroyer	560	6	5700	Lieut.-Comdr. Gresson	Amoy
Flora	cruiser, 2nd class	4380	10	7000	Capt. R. Nugent	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. W. H. Darwell	Amoy
Hare	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Dickens	Amoy
Janus	torpedo boat destroyer	280	6	3800	—	Hongkong
Kent	cruiser, 1st class	9600	14	22,000	Capt. De Horsey	Japan
King Alfred	river gunboat	14,000	4	1200	Capt. O. F. B. Thunby, R.N.	Japan
Kinsla	river gunboat	180	2	800	Lt.-Comdr. Crabtree	Wuhu
Monmouth	river gunboat	250	6	6300	Capt. A. J. Toke	Japan
Mooson	torpedo boat destroyer	250	6	6300	Lt.-Comdr. R. E. Vaughan	West River
Other	river gunboat	180	2	800	Lt.-Comdr. J. R. Kiddle	Amoy
Robin	river gunboat	85	2	240	Lt.-Comdr. G. O. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Tickell	Yangtze
Snipe	river gunboat	250	6	6500	—	Hongkong
Tamar	torpedo boat destroyer	420	6	—	Commodore Stokes	Hongkong
Tal	surveying ship	180	2	800	Lt.-Comdr. Godfrey	Hongkong
Thistle	river gunboat	710	2	800	Lt.-Comdr. J. R. Kiddle	Amoy
Virago	torpedo boat destroyer	355	6	450	Comdr. R. W. Glennie	Hongkong
Waterwitch	surveying ship	360	6	5970	Lieut.-Comdr. Cox	Amoy
Whiting	torpedo boat destroyer	185	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtze
Widgeon	river gunboat	150	2	600	Lieut.-Comdr. Todd	Upper Yangtze
Woodcock	river gunboat	150	2	600	Lieut.-Comdr. Jno. F. Knox	Upper Yangtze
Woodlark	river gunboat	180	2	600	—	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Joseph	Austro-Hungarian cruiser	4309	25	9000	Capt. Wilhelm Pacher	Yokohama
Achéron	French armoured cruiser	1795	10	1700	Lieut. Faure	Halong
Adour	French receiving-ship	3000	—	—	Lieut. Merle	Shanghai
Alger	French cruiser	—	—	—	Capt. Fournier	Cape St. James
Alouette	French torpedo-boat	123	—	500	Comdr. Kurland	Canton
Argus	French gunboat	—	—	150	Lieut. Andouard	Shanghai
Brink	French cruiser	—	—	150	Comdr. Rochas	Chefoo
Carondelet	French gunboat	645	10	1000	Lieut. Hae	Shanghai
Decidée	French gunboat	11,242	—	—	Lieut. F. Boz	Shanghai
D'Entrecasteaux	French cruiser	350	—	—	Capt. Tracou	Salga
Eatonson	French sub-marine	800	7	803	Lieut. Gaspelli	Salga
Fronde	French destroyer	200	6	808	Lieut. Thury	Salga
Henri Rivière	French gunboat	1250	6	2200	Lieut. Portes	Salga
Jasquin	French cruiser	307	6	900	Lieut. Corlieux	Halong
Kersaint	French sub-marine	807	6	900	Commander Simon	Salga
Lynx	French destroyer	350	7	300	Lieut. Ambrozier	Salga
Maquet	French gunboat	9437	8	6071	Lieut. du Chemin	Salga
Ung	French torpedo-boat	1794	10	1700	Capt. Gellier	Chongking
Potho	French sub-marine	250	6	800	Lieut. Lavielle	Tongki
Pistolet	French battleship (reserve)	123	7	500	Lieut. de Retnach Worth	Hongay
Protée	French gunboat	10,680	33	14,000	Lieut. Glorieux	Salga
Redoutable	French gunboat	800	19	1300	Reserve	Salga
Sfax	German flag ship	3250	—	—	Capt. Duprès	Salga
Sfax	German gunboat	800	10	1344	Capt. Terquem	Yangtsé
Takou	German cruiser	2600	—	—	Lieut. Devaux	Salga
Vaubas	German torpedo-boat	400	—	—	Captain Wilken	Manila
Vigilant	German gunboat	800	19	1300	Comdr. Küssel	Manila
Furst Bismarck	German gunboat	3250	—	—	Comdr. von Posadowsky-Wehner	Manila
Fids	German gunboat	800	10	1344	Cdr. von Rotkirch und Panthen	Manila
Jaguar	German gunboat	2600	—	—	Capt. Bülken	Manila
Leipzig	German gunboat	400	—	—	Capt. Witschel	Manila
Luchs	German gunboat	800	19	1300	Lieut. Jakob	Manila
Niobe	German gunboat	223	5	1380	Lieut. Hasse	Manila
S. 90	German gunboat	223	3	500	Comdr. von Koss	Manila
Taka	German gunboat	223	3	500	Capt. Lieut. Fortsch	Manila
Tiger	German gunboat	223	3	500	Capt. Lieut. Toussaint	Manila
Vietnam	German gunboat	2145	—	—	Lieut. Richers	Manila
Vaterland	German gunboat	720	—	—	Baron de Saint Pierre	Manila
Vorwärts	German gunboat	420	7	8000	Captain Pedroso	Manila
Vesuvio	German gunboat	420	7	8000	Ensign A. K. Shoup	Manila
Rio Lima	Portuguese gunboat	420	7	8000	Lieut. Woodward	Manila
Arayat	U. S. gunboat	420	7	8000	Lieut. Irwin	Manila
Ballbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign Gray Wildcat	Manila
Bainy	U. S. torpedo-boat destroyer	420	7	8000	Commander Alex. Sharp	Manila
Callio	U. S. gunboat	3100	25	4500	Lieut. E. P. Jessop	Manila
Challenger	U. S. cruiser	420	7	8000	Comdr. Quinby	Manila
Chanayee	U. S. torpedo-boat destroyer	420	7	8000	Capt. S. Stanton	Manila
Cincinnati	U. S. cruiser	8213	19	7500	Comdr. O. J. Bosh	Manila
Colorado	U. S. cruiser	13,500	—	—	Reserve	Manila
Concord	U. S. gunboat	420	7	8000	Reserve	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Elcano	U. S. gunboat	560	10	2000	Lt.-Comdr. J. T. Jayne	Manila
Galveston	U. S. cruiser	8100	25	5400	Capt. Jas. Meilin	Manila
Helena	U. S. gunboat	1387	8	1800	Capt. T. O. McLean	Manila
Houma	U. S. gunboat	13,500	—	—	Capt. T. R. Ingensoll	Manila
Pennsylvania	U. S. battleship	13,500	—	—	Ensign J. W. Hayward	Manila
Maryland	U. S. battleship	13,500	—	—	Ensign A. B. Reed	Manila
Mississippi	U. S. battleship	13,500	—	—	Comdr. Steadfast	Manila
Pompana	U. S. gunboat	201	3	250	Lieut. G. R. Train	Manila
Parang	U. S. gunboat	201	3	250	Comdr. Hodges	Manila
Pathfinder	U. S. gunboat	690	—	—	Capt. F. F. Fletcher	Manila
Quinos	U. S. cruiser	4000	14	7500	Capt. Milton	Manila
Rainbow	U. S. cruiser	4000	14	7500	Lieut. F. L. Pinney	Manila
Reid	U. S. cruiser	4000	14	7500	Commander W. L. Rodgers	Manila
West Virginia	U. S. flag ship	13,500	—	—	—	—
Villalobos	U. S. gunboat	347	3	500	—	—
Villalobos	U. S. gunboat	139	3	1894	—	—

POWELL'S

ALEXANDRA BUILDINGS.

THIS DAY

Special Show

TRIMMED

and

UNTRIMMED

Millinery

Newest Smartest

UP TO DATE STYLES.

Wm. POWELL, Ltd.

Alexandra Buildings.

AGENTS:

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. CLARKE, 20 & 21, Strand, W.C. GOSWELL & CO., 10, Cornhill, E.C. HENRY & CO., 151, Cannon Street, E.C. WILKS, Ltd., 151, Cannon Street, E.C. ROBERT WATSON, 40, Fleet Street, E.C. MITCHELL & CO., 10, New Hill, Holborn Viaduct, E.C. D. A. KERRIE & CO., 3, Whitefriars, St. E.C. MATTHEW & CROWTHER, Ltd., 40, 11, 12 New Bridge Street, E.C. ELLISON & CO., 22 (Hansbury St., Regent St., W.

PARIS AND EUROPE: MAYENCE FAYRE & CO., 15 Rue de la Harpe, Paris. The Rev. Dr. HAY, 12, Rue Fievre, Paris.

NEW YORK.—THE CHINESE FRANCHISE OFFICE, 69, West 22nd Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—FRAN & HILCK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE ANTHEMION CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & CO., Manila.

CHINA.—CANTON, PATEL & CO. AMOY, THE ANOY BROS., Foochow, BRACKETT & CO. SHANGHAI, KELLY & WALSH, Ltd., Yokohama, KILLY & WALSH, Ltd., etc.

THE CHINA MAIL, LTD., 6, Queen's Road Central.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANAM, THIBET, JORNA AND JAPAN.

Entered to the Society of the 'MISSION STRAITS'.

Translated by EDWARD HANSEN PARKER and Reprinted from THE CHINA REVIEW. 1 Price 50 Cents.

For Sale at The 'CHINA MAIL' Office, 6, Queen's Road Central.

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the 'CHINA MAIL' Office, 6, Queen's Road Central.

Price 50 Cents.

A HISTORY OF UNION CHURCH.

By Rev. G. H. BONDFIELD and DYER BALL, M.R.A.S.

Edited by Rev. C. H. HICKLING.

To be had at the 'CHINA MAIL' Office, 6, Queen's Road Central.

Price \$1.00.

S. MOUTRIE & Co.,

LIMITED.

THE NEW MODEL

AERIOLA PIANO PLAYER

THE LATEST CREATION OF THE ORCHESTRELL CO.

This perfect Model of Mechanical Genius can be heard at our Show Rooms daily.

Price \$425

FOR HIRE OR PURCHASE.

The latest Comic Opera's, Piano-forte Pieces, and Songs always in stock.

Tuning and Repairing a Speciality.

S. MOUTRIE & Co., Ltd., YORK BUILDINGS, CHATER ROAD, HONGKONG. April 16, 1907.



A. S. WATSON & Co., Ltd.



WATSON'S

CELEBRATED

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

A PURE MALT

WHISKY

OF

GENUINE AGE

VERY FINE

AND

MELLOW.

PER CASE \$15.00.

A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS,

Hongkong, July 27, 1907.

MEMOS FOR TO-MORROW.

Meeting.
12.30 p.m.—Meeting of Hongkong Hotel Co., Ltd., at Co.'s Hotel.

Amusement.
9.15 p.m.—Concert on the Volunteer Parade Ground.

Miscellaneous.
Transfer Books of Douglas Steamship Co., Ltd., close from this date to 28th Sept., inclusive.

General Memoranda.

MONDAY, September 16:—
8 p.m.—Auction of Crown Land at the Public Works Department's Office.

TUESDAY, September 17:—
2.45 p.m.—Auction of Household Furniture, &c., at No. 29, Dock Villas, Kowloon Dock.

WEDNESDAY, September 18:—
12.30 p.m.—Meeting of Hongkong & Kowloon Wharf & Godown Co., Ltd., at Messrs Jardine, Matheson & Co.'s Office.

THURSDAY, September 19:—
Goods per Indochina not cleared at 4 p.m. on this date subject to rent.
Goods per Borneo not cleared at 4 p.m. on this date subject to rent.

The China Mail

HONGKONG, FRIDAY, SEPTEMBER 13, 1907.

THE NATIONAL DEBT.

THAT Great Britain has succeeded in the course of two years in wiping over thirty million sterling off the national debt may or may not be a matter of congratulation. It is naturally a good thing for the Chancellor of the Exchequer to have the amount of interest he must provide annually sensibly decreased, but there are always two ways of looking at any question. This great reduction may be taken to mean that the revenue is expanding to such an extent that past obligations can be advantageously wiped out. But it may also be held to be the result of fortuitous and non-recurrent circumstances and of a deliberate starving of the services. We know that some at least of the money which has been applied to the reduction of the national debt has been obtained by cutting down the naval estimates to an extent that many well-informed people consider dangerous. Any relief from debt with the prospect of a consequential reduction of taxation appears to most primitive instincts of the man in the street. But even that unthinking person is aware that the very existence of the Empire depends upon maintaining an efficient navy, and, if he could make his wishes known, he would probably request to be allowed to shoulder his burden a little longer rather than gain relief by jeopardising his safety. Another point is that during the past two years there has been an unparalleled influx of money into the Imperial Treasury from Death Duties. A number of individuals of great wealth have died lately, and Mr Asquith, in his official capacity, has reaped the benefit. But obviously this is a form of revenue which cannot be depended upon. In dealing with financial matters the layman is at a disadvantage. Not understanding the secret in wardness of financial operations he can only judge by exteriors and form his conclusions accordingly. With this reservation we may be permitted to question whether the reduction of the national debt at the present time is a matter for congratulation at all. Presumably when the Chancellor of the Exchequer finds himself with a large amount of ready money on hand he buys Government securities at the market price and cancels them. Superficially regarded it might be thought that with consols at the present figure it would be obviously "good business" for the Government to buy up and retire as much as possible. On the face of it it would, but looking into the problem a little more deeply a doubt arises. The general tendency of late has been for money to become dearer. Even the Governments and institutions in regard to whose solvency there exists no doubt, have to pay a much higher rate of interest for accommodation than was the case a few years ago. We have no hesitation in saying that if the British Government were to attempt to float a loan it would be compelled to pay higher interest than it now pays on Consols. It might be objected that

with an expanding revenue and no political complications in sight there is no justification for supposing that Great Britain will require to borrow for many years to come. The answer is that revenue contracts as suddenly as it expands, and political complications are often created when everything appears to be smoothest. Although less striking to the imagination we think that if the Chancellor of the Exchequer were to reduce his Consols, and, instead of cancelling them as he must do to reduce the national debt, hold them in reserve for possible contingencies he would be better advised. A reduction of the debt in *prospect* is, in our opinion, in the present state of the money market, preferable to a reduction in *esse*.

Laymen usually burn their fingers when they venture to handle legal matters but after all law is for the laymen and there is no reason why they should refrain from comment when seeming anomalies present themselves. During the course of a case in Bankruptcy yesterday the Paine Judge announced that he was strongly opposed to the summary procedure of sending a man to gaol without trial for offences connected with bankruptcy. It transpired that summary imprisonment had been the practice for two years and was supported by the Chief Justice. The Paine Judge did not mince matters, he said emphatically that he was not going to send a man to gaol without trial. Now here is a difference of opinion, and one which is of vital importance, between our two distinguished judges. As laymen we are not qualified to express an opinion of value one way or the other, although we may remark that, on the face of it, it would appear that a man should, in justice, be entitled to a trial before punishment. However that is not the point. A pressure of work may cause both judges to sit in bankruptcy jurisdiction. Two cases, generally similar, might come on for hearing before the Chief Justice and the Paine Judge respectively and applications be made for the commitment to prison of each of the bankrupts. The application would be granted in the one case and refused in the other. This creates an element of luck which hardly fits in with our idea of what judicial procedure should be. There should be some definite, and uniform practice and a man's liberty should not depend upon his bad luck in being brought before His Honour Sir Francis Figgott or his good fortune in appearing before Mr Justice Wise.

The attitude of the native press in Canton, or what we have seen of it and learnt by questioning those who may be presumed to know the facts in respect to the unique celebrations that have recently been held in the city in connection with the Morrison Centenary, is not unambiguous. Little, if any, notice has been taken thereof, and apparently it has been passed over as if it were a matter that neither concerned the editors nor their readers. This is a little surprising, not to say ominous. Indeed it is the more remarkable, inasmuch as most of the papers are on the side of progress, and frequently express themselves with great definiteness and energy. It must be assumed, therefore, that the editors have deliberately tabooed the whole thing and from a set purpose. Whether they like it or not the facts remain and no giving the celebrations the cold shoulder will belittle their importance, or do away with them. The success of the enterprise was undoubted. The crowds that took part in it were large. No hostile feeling was shown by any section of the community. Officials and students were amongst those who were present at the celebrations at the invitation of those who had charge thereof, and all who took part in any way seemed to be pleased with what went on. It is therefore the more surprising and the more to be regretted that the native press, which generally stands up for progress and for the closer blending of East and West, should have assumed that attitude of which we speak. There would appear to be but one reason for this taboo. It is that the celebrations are Christian and were held to perpetuate the memory of the great Missionary who first of all brought Protestant Christianity into the Middle Kingdom. But the Morrison celebrations were something more

than a recognition of Christianity. They constituted a commemoration of the opening up of the East and the West, so that each could begin to know something of each other, and however little the Chinese like the process by which this was done there are few of them who have reached the stage of moderate intelligence who do not rejoice thereat.

LOCAL AND COAST NEWS.

The Volunteer Concert has been postponed from to-morrow until the following Saturday.

To-morrow's Hongkong Weekly contains an abundance of light reading for the week end, topical verse, stories and paragraphs. Another lesson is also given in Esperanto.

The fine French river steamer Paul Desu goes to Macao on an excursion on Sunday. She will leave her local wharf (weather permitting) at 9 a.m. and return from Macao at 5.30 the same day.

Another rate-cutting war between the great Trans-Atlantic Shipping Companies is beginning. The German and French lines have already reduced rates, and it is now announced that the Cunard Company are about to follow suit.

Messrs Mee Cheung have sent us an excellent photograph, taken by flashlight, of the meeting held in the Theatre Royal on Tuesday evening in connection with the Morrison Centenary. The Governor's party and these in the front of the stage are easily recognisable.

A thunderstorm, accompanied by a strong wind, heavy rain and lightning passed over the city last evening. The boating people on the harbour were alarmed, but so far as we can learn no accidents happened. Residents on the higher levels were afforded a magnificent picture of light and shade and colour as the storm swept down from the North-east to another the rays of the setting sun. They also, benefited by an appreciable fall in the temperature, which, perhaps, appealed to them more than the work of nature's paint brush.

SOCIAL AND PERSONAL.

Sir Frederick and Lady Lugard and party will be present at the Volunteer Concert to be held on Saturday evening.

Lieutenant A. Gott, Inspector of Army Schools, arrived from N. China per S.S. "Kwongsang" on 11th instant, on completion of Inspection Duty.

Mr John Goodnow, who was, at one time, Consul-General for America at Shanghai, is staying in Paris, where he seems to be enjoying better health than when he was in China.

Anyone interested in old records of the Colony may like to know that a collection of copies of the Hongkong Directory from the early years of its publication to recent date is to be disposed of at Canton. Also a number of copies of early issues of Lloyd's Register.

Lady Lugard, accompanied by Captain Taylor, A.D.C., yesterday set out on another round showing her interest in the families of the soldiers in the garrison. Her Ladyship visited the married quarters at Victoria Barracks, and later on went across to Kowloon and visited some families there. We learn that the families that have been visited highly appreciate the kindness and consideration shown by Lady Lugard.

By the demise of Mr Joao Miguel Sebastiao Alves, the Portuguese community lost a prominent member and the best of friends. He was one of the oldest residents in this Colony and rendered the government over forty years' good service. He was pensioned off ten years ago, being at the time first clerk at the Colonial Secretary's office. He was the founder of the first Portuguese club and later on took an active part in the formation of the present Club Lusitano, and was the most conspicuous member of the Amateur Dramatic Society, where he proved himself an accomplished actor and distinguished himself in the play of "Lucretia Borgia" when he was the protagonist, acting the part of Lucretia. He also participated in several other plays. He was possessed of patriotic feeling, and when a new Portuguese school was started in this Colony he was always one of the members of the Working Committee. From the beginning of the present year his health began to fail and for the last three months he has been confined to his bed and predicting that his last days were fast approaching with a Christian courage he made all his dispositions to the last of his charitable institutions, both here and at Macao, and finally he breathed his last peacefully yesterday morning leaving a widow, two daughters and numerous friends to mourn his loss. His funeral took place this afternoon at 5 p.m.

RHEUMATIC PAINS RELIEVED.

NO one need now suffer the agonizing pains of sciatic and acute rheumatism, as quick relief may be had by applying Chamberlain's Pain Balm. This fact has been clearly demonstrated in many thousands of cases. This liniment relieves the pain and makes sleep and rest possible, which is alone worth many times its cost. Sold by all chemists and stores-keepers.

ON THE STUMP.

Preaching the Gospel of Cleanliness.

The casual visitor to the Chinese quarters in Hongkong might at any odd moment witness a man standing in the roadway haranguing crowds of his fellow countrymen. If he is watched it will be observed that he eventually moves off to another locality, collects one or two stragglers in the street, and commences to orate once more. Soon he is surrounded by a curious mixture of all grades of Chinese. Pressing close in with mouths wide open are the unkempt coolies, whilst out on the fringe, and standing apart might be seen a silk-gowned gentleman or two listening attentively to what the speaker has to say. And he moves on again.

The man is certainly a stump orator—but a stump orator with a definite purpose. Not the sort of fellow we know of in the Homeland, who spouts out verbosity at the rate of knots for no other apparent reason than to secure the wherewithal to quench the admirable thirst generated during the circular outburst. The Chinese "speaker" is out for the special purpose of preaching the gospel of cleanliness to the Chinese masses who cannot read and who do not understand the necessity for sanitation, for Sanitary Boards, for Sanitary Laws and other things.

To the mind of the average uneducated Chinese, and there are thousands of them here, sanitary measures are merely means of persecution and oppression; schemes designed by malicious white persons to harry the Chinaman and squeeze from him his homely happiness and his coin, and believing this the coolie and the poorer of the better class defend the laws whenever they can by taking the shortest cut in the disposal of their refuse and their dead. Refuse and dead are alike surreptitiously dumped into the nearest alleyway, or if there is no alleyway handy, into the open street.

The recent commission which inquired into the administration of the Public Health and Building Ordinance did much to expose the abuse of the legal implements put confidently into unworthy and unscrupulous hands by the Government. And incidentally the fact was disclosed that the Chinaman as a general rule had obtained an extraordinary notion of the objects of the laws made for the preservation of the public health.

The suggestion was ultimately made that the Chinese representatives on the Sanitary Board and in the Legislative Council should take steps to educate the ignorant amongst their people, and endeavour to create in them a desire to do the right thing by themselves and their neighbours, i.e. keep their own premises clean and prevent the possible spread of disease by refraining from emptying their refuse on their neighbour's vacant lot, or in the public thoroughfares. And the leading Chinese gentlemen commenced a campaign. Messrs Lau Chu Puk and Fung Wa Chun delivered public lectures in various places on the evils of dumping the dead and on the general principles of sanitation, and the lectures were attended by correspondingly good results. Then other prominent Chinese were gathered into the scheme and funds were collected to pay a special man to devote his whole time to preaching the gospel of cleanliness and obedience to laws.

This man is the orator alluded to at the opening of this article. He wanders from street to street throughout the day and at night visits the spots where Chinese most do congregate, and explains to all and sundry the requirements of the sanitary laws, tells the listeners that it is sinful to dump their dead in the streets, points out to them that they need have no fear of the minions of the law if they will do the right thing, and generally speaking informs them that they will be treated with kindness and consideration if they will report to the authorities those matters that are liable to be detrimental to the common weal. They are exhorted to keep themselves and their houses clean in order to prevent the spread of plague and disease, and they are urged to attend at the various Chinese dispensaries where they can obtain free medical advice and medicine.

The lecturer is spending the good word with excellent results. Dumping of dead bodies has decreased and there is a spirit of inquiry manifest amongst the lower orders. The Chinese dispensaries are more sought after and there is greater confidence being exhibited.

And of these dispensaries? Few people know anything about them. In themselves they are an answer to the oft asked question, what do the Chinese do to promote healthiness among their own people? In addition to the Tung Wah Hospital the leading Chinese founded several dispensaries in various parts of the Colony where competent men are employed to give advice and medicine to whosoever shall seek either. There is no subsidy from the Government for these institutions, and without doubt they are milestones on the road to a better state of health in the Colony so far as the Chinese population is concerned. But this is not all the Chinese are doing. An admirable organisation has come into existence known as the Street Committees—and here tribute must be paid to Canton, for the idea comes from there. Other things than silk and mats and smells do come from the city of Rams. This must be acknowledged now. These committees are formed by the leading business men in various streets and their particular self-imposed duty is to see that the regulations are complied with and to report any in-

regularities. If there is bribery and corruption these committees are supposed to make it known to the Government, and they are also supposed to prevent any of their countrymen from doing things derogatory to the good health of those living in the streets.

For their activity in the directions mentioned the Chinese are to be highly commended, and they are worthy of the utmost support and assistance that the Government can extend to them. Without encouragement the best of good intentions are liable to fall flat after the first flush of enthusiasm passes away. It is for the Government to be ready to always stir up the fire of interest and so keep the boiler of good intentions constantly filled with steam.

THE TYPHOON.

The U. S. Consul-General received the following from Manila at 9.45 a.m. to-day, "September 13, 1907, 8.30 a.m., Typhoon crossed South Guam last night."

The depression that has been noticeable over the China Sea during the past day or two developed yesterday evening into what looked like a typhoon, and last night the signals were hoisted—two green lights, with a red light in the centre. To-day the black cone and drum were up and the wind had considerable north in it, at times blowing strongly across the harbour. Most of the junk and sampans sought shelter early this morning and later in the day there was practically no work done on the harbour.

This morning the Observatory announced that the centre of the storm was somewhere about 125 miles off, moving W. N. W.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 12th at 9.30 p. — Orders issued to hoist No. 2 night signal.

A depression appears to be developing in the China Sea, probably to the S.E. of Hongkong.

On the 13th at 5.45 a.—Orders issued to hoist the Black Cone point downwards and Drum (indicating a typhoon S.E. of Colony within 300 miles).

At 11.00 a.—The barometer has risen slightly over Formosa and the S.E. coast of China, and fallen considerably in Hongkong. The depression may be a typhoon. It appears to be situated about 125 miles to the S.E. of Hongkong and to be moving towards W.N.W. at present.

Pressure remains high over N. China. Strong E. winds are likely to prevail in the Formosa Channel, and cyclonic gales along the Northern shores of the China Sea.

Hongkong: rainfall for the 24 hours ending at 10 a.m. to-day 1.53 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. probably veering to S.E. gale; squally, rainy.

2.—Formosa Channel: E. winds, strong.

3.—South coast of China between Hongkong and Lamma: E. to S.E. gale.

4.—South coast of China between Hongkong and Hainan: N. gale.

THE KINCHOW RIOTS.

Another Strange Rumour.

It is now said in Canton, and reported in the papers, that the uprising at Fong-shing was not only assisted by the disbanded soldiers, but was deliberately fostered and fomented by the Chinese in Amoy, who have been working for the overthrow of the present dynasty.

It is reported that these anti-dynastic folk in Franco-China have not only supplied the soldiers and others in Kinchow (or Lianchow) with weapons but have supplied them with arms of the latest make and of the most effective kind. Thus they were able to fight successfully—at least at first.

It is said, however, that General Kwok, who has been sent against the insurgents, and was the first of the Imperialists to be in the field, though at the outset almost beaten by the rebels, was ultimately successful because he was supplied with artillery that flung shells into the midst of the insurgents, and as they were not prepared for this sort of thing, they retreated into the city. But, as the report says, in its final line, the rumours that are about are like the accumulation of hero's eries, which means that they are many.

Mr Theodore Roosevelt is reported to have promised the Hon. Chen Tung Liang, who recently resigned his post as Chinese Minister to the United States, that he would visit the Chinese Empire in 1909.

While fifty rowing boats were out fishing on the Firth of Clyde, last month, a gale sprang up and the little craft were blown out to sea, but most of them managed to make port again. Steamers rescued the occupants of the remainder except three, who were drowned.

Among the first speeches of Sir Henry McCallum, upon his arrival in Ceylon, was one to the members of the Chamber of Commerce. In the course of his remarks, he said: Gentlemen, you man the oars of the good commerce galley Progress; I but stand at the helm, ready, if necessary, to keep the galley off the rocks and shoals and to do all I possibly can to cheer you on your way, and hold out the helping hand of encouragement to anyone who may unfortunately show signs of debilitation.

AGREEABLY SURPRISED.

MANY sufferers from rheumatism have been agreeably surprised at the prompt relief afforded by applying Chamberlain's Pain Balm. For sale by all chemists and storekeepers.

A 'LONG- FELT' - WANT SUPPLIED.

A few days ago China protested against Japan's claim to this island.—Ed., O. M.

A prominent Wall Street banker, having a country house built on a new plan. The outer walls are composed of blocks of glass through which the daylight may pass.

settled Mr. Puen won't have much
enough left to buy a coffin for himself.

[illegible]

The diagram illustrates a four-terminal device. A central rectangular area is defined by four electrodes, numbered 1, 2, 3, and 4. Electrode 1 is at the top-left, 2 at the top-right, 3 at the bottom-right, and 4 at the bottom-left. A coordinate system with x and y axes is centered within the device. A magnetic field vector B is represented by an upward-pointing arrow. A current vector I is represented by a rightward-pointing arrow. A voltage vector V is represented by a downward-pointing arrow. A small inset in the bottom-left corner shows a magnified view of the central region, displaying a grid of dots.

Shipping.

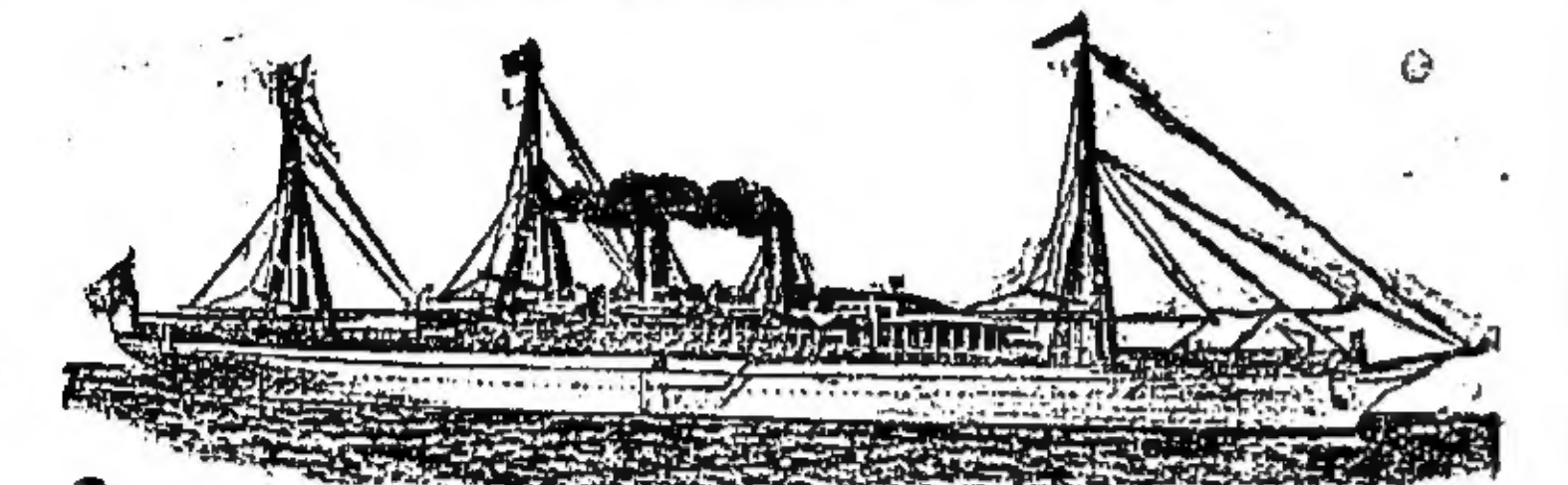
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

DESTINATIONS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBÉ, BORNEO AND YOKOHAMA	DAYLIGHT	15th Sept.	Passage.
SHANGHAI	DAYLIGHT	15th Sept.	Passage.
LONDON, via USUAL PORTS	MALTA	Noon, 21st	See Special
MARSEILLES, LONDON	NAMUR	About 9th	Freight and
AND ANTWERP	NAMUR	October	Passage.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE'. Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA	8000 Tons THURSDAY, Sept. 20, at Noon.
EMPERESS OF INDIA	8000 Tons THURSDAY, Nov. 11, at Noon.
EMPERESS OF JAPAN	8000 Tons THURSDAY, Nov. 21, at Noon.
EMPERESS OF KOREA	8000 Tons THURSDAY, Dec. 19, at Noon.
EMPERESS OF SIBERIA	8000 Tons THURSDAY, Jan. 16, 1908, at Noon.

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through travel to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London, via St. Lawrence River Lines or New York £71 10. Intermediate on Steamers... £40. " " £42.

R.M.S. MONTEAGLE and TARTAR carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

CORNER PENDER STREET and PRATA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	VESSELS	TO SAIL ON
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
VICTORIA, B.O. AND S.E.A. T.T. CO., via SHANGHAI, KOBÉ AND YOKOHAMA.	SANUKI MARU, Capt. S. J. G. Parsons, Tons 6112	WEDNESDAY, 2nd Oct., at Daylight.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	FRIDAY, 4th Oct., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	NIKKO MARU, Capt. H. Swain, Tons 5539	FRIDAY, 1st Nov., at Noon.

SHANGHAI & KOBÉ	TOTOMI MARU, Capt. M. Winkler, Tons 3412	SATURDAY, 14th Sept., at Noon.
KOBÉ AND YOKOHAMA	INABA MARU, Capt. Wm. Dalbridge, Tons 6189	SATURDAY, 21st Sept., at Daylight.

NAGASAKI, KOBÉ AND YOKOHAMA	NIKKO MARU, Capt. R. Swain, Tons 5539	WEDNESDAY, 2nd Oct., at Noon.
-----------------------------	---------------------------------------	-------------------------------

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

13

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA - 25,000 TONS

BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. Austin, On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, KOBÉ and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight, or passage apply to NIPPON YUSEN KAISHA, Agents.

14

15

16

17

18

19

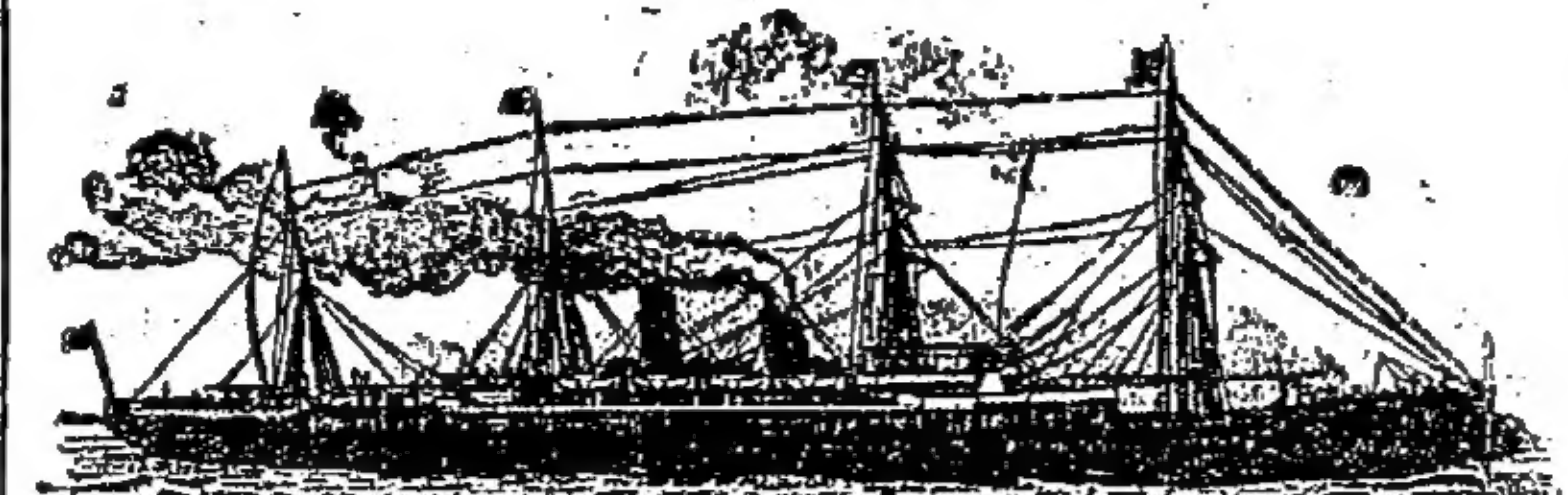
20

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES, VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.



SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1907
----------	---------------------

* MANCHURIA	27,000 Tons	SATURDAY, 14th Sept., at Noon.
* NIPPON MARU	11,000	SATURDAY, 21st Sept., at Noon.
ASIA	9,000	TUESDAY, 1st Oct., at Noon.
PERSIA	9,000	FRIDAY, 11th Oct., at Noon.
* HONGKONG MARU	11,000	SATURDAY, 19th Oct., at Noon.
* KOREA MARU	11,000	FRIDAY, 1st Nov., at Noon.
* SIBERIA	18,000	SATURDAY, 9th Nov., at Noon.
* CHINA	10,000	SATURDAY, 16th Nov., at Noon.

Yokohama to San Francisco... S. SIBERIA, 18,000 tons. September 16-27th 1907; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu... S. SIBERIA, 18,000 tons. August 18th-20th, 1907; 4 days, 19 hours.

San Francisco to Yokohama... S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1907, 13 days, 13 hours.

Yokohama to San Francisco... S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1907, 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MANCHURIA will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 14th September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KUREMOTO, MOJI, KOBÉ AND YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	TONS	CAPTAIN	TO SAIL ON
----------	------	---------	------------

NICOMEDIA	4370	P. WAGEMANN	Sept. 15, at 6 p.m.
-----------	------	-------------	---------------------

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

HOIHOW & HAIPHONG TO SINGAPORE, 14, Daylight.

SWATOW, NINGPO & SHANGHAI, 14, at 4 p.m.

SWATOW & SHANGHAI, 17, at 4 p.m.

CHEFOO & NEWCHANG, 17, at 4 p.m.

MANILA, 17, at 4 p.m.

SWATOW & SHANGHAI, 17, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, 21, at 4 p.m.

THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, 23, at 4 p.m.

YOKOHAMA AND KOBÉ, CHINGTO, 10, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table and daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports, Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
-----------	------	---------	-----	---------------

RUBI	2540	R. W. Almond	Manila	Saturday, 14th September.
ZAFIRO	2540	A. Fraser	Manila	21st September.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. OCEAN MONARCH, 2nd November, 1907.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

105

106

107

108

109

110

111

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
 COLONBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Returning Steamer	Due at	Due at
Colonbo	Hongkong	Marseilles & London	Marseilles (Brindisi 2 days earlier)	Plymouth (London 1 day later)
TONS	1907	TONS	1907	1907
MALTA	Sept. 21	MONGOLIA	Oct. 20	Oct. 27
DELTA	Oct. 6	VICTORIA	Nov. 2	Nov. 9
OCEANA	Oct. 19	BRITANNIA	Nov. 16	Nov. 23
DELHI	Nov. 2	MOULTAN	Nov. 30	Dec. 7
ARCADIA	Nov. 16	CHINA	Dec. 14	Dec. 21
DEVANHA	Nov. 30	HIMALAYA	Dec. 28	Jan. 4, 1908
MALTA	Dec. 14	INDIA	Jan. 11, 1908	Jan. 18
DELTA	Dec. 28	MONGOLIA	Feb. 8	Feb. 15
ARCADIA	Jan. 11, 1908	VICTORIA	Feb. 22	Feb. 29
PENINSULAR	Jan. 25	BRITANNIA	Mar. 8	Mar. 15
DELTA	Feb. 8	MOULTAN	Mar. 22	Mar. 29
MALTA	Feb. 22	CHINA	Apr. 5	Apr. 12
DEVANHA	Mar. 8	HIMALAYA	Apr. 19	Apr. 26
DELTA	Mar. 22	INDIA	May 6	May 13
MALTA	Apr. 5	MONGOLIA	May 20	May 27
OCEANA	Apr. 19	VICTORIA	June 3	June 10
DELHI	May 3	BRITANNIA	June 17	June 24
ARCADIA	May 17	MOULTAN	June 30	July 7

Passengers change steamers at Colonbo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
 The immediate in the connecting steamer from Colonbo is arranged in Brindisi at the time of booking.
 For the above Mail Steamers the following:

INTERMEDIATE (NOT TRANSFERRED) STEAMERS
 WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	London	London
TONS	1907	1907
* NAMUR	Oct. 9	Nov. 25
* MANILA	Oct. 22	Dec. 8
* BOBINO	Nov. 5	Dec. 21
* NOB	Nov. 18	Jan. 4, 1908
* SYRIA	Dec. 2	Jan. 18
* NYANZA	Dec. 15	Feb. 1
* NILE	Dec. 28	Feb. 14
* SUND	Jan. 11, 1908	Feb. 27
* PALAWAN	Jan. 25	Mar. 11
* NOBIA	Feb. 8	Mar. 24
* BOBINO	Feb. 22	Apr. 7
* NOB	Mar. 8	Apr. 21
* SUMATRA	Mar. 22	May 5

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
 * Carry 1st and 2nd Saloon Passengers.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICE
 BETWEEN HONGKONG, SOUTH CHINA
 COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG -
 SUBJECT TO ALTERATION.

THE CO.'S S.S.	For	Leaving
* DANIN MARU, Capt. I. SAKURAI.	TAMU, VIA SWATOW, AND AMOI.	SUNDAY, 15th Sept., at 10 a.m.
* FUKUSHU MARU, Capt. T. ITO.	TAKAO, VIA SWATOW, AND ANPING.	WEDNESDAY, 18th Sept., at Daylight.
* YERIMO MARU, Capt. N. KOBAYASHI.	SINGAPORE & CALCUTTA.	WEDNESDAY, 18th Sept., at Noon.

These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Lights, First-class Saloon Amidships, Unrivaled Table.
 * Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* SUVERIC	8283	W. Shotton	1st October.
* KUMERIC	6283	D. Baird	15th October.
* SHAWMUT	9606	E. V. Roberts	6th November.

* Cargo only. * Passenger accommodation.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
 * The Twin-screw s.s. Shawmut and Tremont are fitted with very superior
 Accommodation for First and Second-class Passengers. The large size of these vessels
 ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.
 Cargo carried in cold storage.
 PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information, apply to
Dodwell & Co., Limited,
 QUEEN'S BUILDINGS. GENERAL AGENTS.

Notices to Consignees.

NOTICE TO CONSIGNEES.
 STEAMSHIP VINE BRANCH.
 FROM SYDNEY & MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.
 Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
 No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., Ltd.,
 Agents.
 Hongkong, September 11, 1907. 1473

NOTICE TO CONSIGNEES.
 FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamer Lightning having arrived from the above Ports, Consignees of Cargo are hereby requested that their Goods will be delivered from alongside.
 Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 2 p.m. of the 12th inst., will be landed at Consignees' risk and expense.
 Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
 No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, September 11, 1907. 1472

IMPERIAL GERMAN MAIL LINE.
 BREMEN.

NOTICE TO CONSIGNEES.
 THE Steamer
 GOEBEN,
 having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong & Shanghai Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
 Optional Cargo will be forwarded unless notice to the contrary be given before Monday, the 24th of September, at 5 p.m.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September, will be subject to rent.
 All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 a.m.
 All Claims must reach us before the 20th of September, 1907, or they will not be recognized.
 No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
 Agents.
 Hongkong, September 9, 1907. 1464

BOSTON STEAMSHIP COMPANY.
 STEAMSHIP TREMONT.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take delivery of their Goods from alongside.
 Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
 No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., Ltd.,
 Agents.
 Hongkong, September 8, 1907. 1466

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
 Reprinted from "The China Mail,"
 WITH AN APPENDIX

To be had at the Office of this Paper,
 8, Queen's Road Central.
 Price 50 Cents.

WASHING BOOKS.
 (In English and Chinese).

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, 50 Cents.
 CHINA MAIL OFFICE, 8, Queen's Road Central.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.
 A DAILY NEWSPAPER, with a weekly Mail Edition (2 p.m.).
 SUBSCRIPTION, DAILY (postage extra), 10 Cents 60 p.m.
 WEEKLY, including postage, £2 p.m.
 ADVERTISING RATES: Per inch (8 lines), 1/6; 2 inch insertion; 1/4; 4 inch 1/2; 6 inch 3/4; 8 inch 1; 10 inch 1 1/4; 12 inch 1 1/2; 14 inch 1 3/4; 16 inch 2; 18 inch 2 1/4; 20 inch 2 1/2; 22 inch 2 3/4; 24 inch 3; 26 inch 3 1/4; 28 inch 3 1/2; 30 inch 3 3/4; 32 inch 4; 34 inch 4 1/4; 36 inch 4 1/2; 38 inch 4 3/4; 40 inch 5; 42 inch 5 1/4; 44 inch 5 1/2; 46 inch 5 3/4; 48 inch 6; 50 inch 6 1/4; 52 inch 6 1/2; 54 inch 6 3/4; 56 inch 6 1/2; 58 inch 6 3/4; 60 inch 7; 62 inch 7 1/4; 64 inch 7 1/2; 66 inch 7 3/4; 68 inch 7 1/2; 70 inch 7 3/4; 72 inch 8; 74 inch 8 1/4; 76 inch 8 1/2; 78 inch 8 3/4; 80 inch 8 1/2; 82 inch 8 3/4; 84 inch 9; 86 inch 9 1/4; 88 inch 9 1/2; 90 inch 9 3/4; 92 inch 9 1/2; 94 inch 9 3/4; 96 inch 10; 98 inch 10 1/4; 100 inch 10 1/2; 102 inch 10 3/4; 104 inch 10 1/2; 106 inch 10 3/4; 108 inch 11; 110 inch 11 1/4; 112 inch 11 1/2; 114 inch 11 3/4; 116 inch 11 1/2; 118 inch 11 3/4; 120 inch 12; 122 inch 12 1/4; 124 inch 12 1/2; 126 inch 12 3/4; 128 inch 12 1/2; 130 inch 12 3/4; 132 inch 13; 134 inch 13 1/4; 136 inch 13 1/2; 138 inch 13 3/4; 140 inch 13 1/2; 142 inch 13 3/4; 144 inch 14; 146 inch 14 1/4; 148 inch 14 1/2; 150 inch 14 3/4; 152 inch 14 1/2; 154 inch 14 3/4; 156 inch 15; 158 inch 15 1/4; 160 inch 15 1/2; 162 inch 15 3/4; 164 inch 15 1/2; 166 inch 15 3/4; 168 inch 16; 170 inch 16 1/4; 172 inch 16 1/2; 174 inch 16 3/4; 176 inch 16 1/2; 178 inch 16 3/4; 180 inch 17; 182 inch 17 1/4; 184 inch 17 1/2; 186 inch 17 3/4; 188 inch 17 1/2; 190 inch 17 3/4; 192 inch 18; 194 inch 18 1/4; 196 inch 18 1/2; 198 inch 18 3/4; 200 inch 18 1/2; 202 inch 18 3/4; 204 inch 19; 206 inch 19 1/4; 208 inch 19 1/2; 210 inch 19 3/4; 212 inch 19 1/2; 214 inch 19 3/4; 216 inch 20; 218 inch 20 1/4; 220 inch 20 1/2; 222 inch 20 3/4; 224 inch 20 1/2; 226 inch 20 3/4; 228 inch 21; 230 inch 21 1/4; 232 inch 21 1/2; 234 inch 21 3/4; 236 inch 21 1/2; 238 inch 21 3/4; 240 inch 22; 242 inch 22 1/4; 244 inch 22 1/2; 246 inch 22 3/4; 248 inch 22 1/2; 250 inch 22 3/4; 252 inch 23; 254 inch 23 1/4; 256 inch 23 1/2; 258 inch 23 3/4; 260 inch 23 1/2; 262 inch 23 3/4; 264 inch 24; 266 inch 24 1/4; 268 inch 24 1/2; 270 inch 24 3/4; 272 inch 24 1/2; 274 inch 24 3/4; 276 inch 25; 278 inch 25 1/4; 280 inch 25 1/2; 282 inch 25 3/4; 284 inch 25 1/2; 286 inch 25 3/4; 288 inch 26; 290 inch 26 1/4; 292 inch 26 1/2; 294 inch 26 3/4; 296 inch 26 1/2; 298 inch 26 3/4; 300 inch 27; 302 inch 27 1/4; 304 inch 27 1/2; 306 inch 27 3/4; 308 inch 27 1/2; 310 inch 27 3/4; 312 inch 28; 314 inch 28 1/4; 316 inch 28 1/2; 318 inch 28 3/4; 320 inch 28 1/2; 322 inch 28 3/4; 324 inch 29; 326 inch 29 1/4; 328 inch 29 1/2; 330 inch 29 3/4; 332 inch 29 1/2; 334 inch 29 3/4; 336 inch 30; 338 inch 30 1/4; 340 inch 30 1/2; 342 inch 30 3/4; 344 inch 30 1/2; 346 inch 30 3/4; 348 inch 31; 350 inch 31 1/4; 352 inch 31 1/2; 354 inch 31 3/4; 356 inch 31 1/2; 358 inch 31 3/4; 360 inch 32; 362 inch 32 1/4; 364 inch 32 1/2; 366 inch 32 3/4; 368 inch 32 1/2; 370 inch 32 3/4; 372 inch 33; 374 inch 33 1/4; 376 inch 33 1/2; 378 inch 33 3/4; 380 inch 33 1/2; 382 inch 33 3/4; 384 inch 34; 386 inch 34 1/4; 388 inch 34 1/2; 390 inch 34 3/4; 392 inch 34 1/2; 394 inch 34 3/4; 396 inch 35; 398 inch 35 1/4; 400 inch 35 1/2; 402 inch 35 3/4; 404 inch 35 1/2; 406 inch 35 3/4; 408 inch 36; 410 inch 36 1/4; 412 inch 36 1/2; 414 inch 36 3/4; 416 inch 36 1/2; 418 inch 36 3/4; 420 inch 37; 422 inch 37 1/4; 424 inch 37 1/2; 426 inch 37 3/4; 428 inch 37 1/2; 430 inch 37 3/4; 432 inch 38; 434 inch 38 1/4; 436 inch 38 1/2; 438 inch 38 3/4; 440 inch 38 1/2; 442 inch 38 3/4; 444 inch 39; 446 inch 39 1/4; 448 inch 39 1/2; 450 inch 39 3/4; 452 inch 39 1/2; 454 inch 39 3/4; 456 inch 40; 458 inch 40 1/4; 460 inch 40 1/2; 462 inch 40 3/4; 464 inch 40 1/2; 466 inch 40 3/4; 468 inch 41; 470 inch 41 1/4; 472 inch 41 1/2; 474 inch 41 3/4; 476 inch 41 1/2; 478 inch 41 3/4; 480 inch 42; 482 inch 42 1/4; 484 inch 42 1/2; 486 inch 42 3/4; 488 inch 42 1/2; 490 inch 42 3/4; 492 inch 43; 494 inch 43 1/4; 496 inch 43 1/2; 498 inch 43 3/4; 500 inch 43 1/2; 502 inch 43 3/4; 504 inch 44; 506 inch 44 1/4; 508 inch 44 1/2; 510 inch 44 3/4; 512 inch 44 1/2; 514 inch 44 3/4; 516 inch 45; 518 inch 45 1/4; 520 inch 45 1/2; 522 inch 45 3/4; 524 inch 45 1/2; 526 inch 45 3/4; 528 inch 46; 530 inch 46 1/4; 532 inch 46 1/2; 534 inch 46 3/4; 536 inch 46 1/2; 538 inch 46 3/4; 540 inch 47; 542 inch 47 1/4; 544 inch 47 1/2; 546 inch 47 3/4; 548 inch 47 1/2; 550 inch 47 3/4; 552 inch 48; 554 inch 48 1/4; 556 inch 48 1/2; 558 inch 48 3/4; 560 inch 48 1/2; 562 inch 48 3/4; 564 inch 49; 566 inch 49 1/4; 568 inch 49 1/2; 570 inch 49 3/4; 572 inch 49 1/2; 574 inch 49 3/4; 576 inch 50; 578 inch 50 1/4; 580 inch 50 1/2; 582 inch 50 3/4; 584 inch 50 1/2; 586 inch 50 3/4; 588 inch 51; 590 inch 51 1/4; 592 inch 51 1/2; 594 inch 51 3/4; 596 inch 51 1/2; 598 inch 51 3/4; 600 inch 52; 602 inch 52 1/4; 604 inch 52 1/2; 606 inch 52 3/4; 608 inch 52 1/2; 610 inch 52 3/4; 612 inch 53; 614 inch 53 1/4; 616 inch 53 1/2; 618 inch 53 3/4; 620 inch 53 1/2; 622 inch 53 3/4; 624 inch 54; 626 inch 54 1/4; 628 inch 54 1/2; 630 inch 54 3/4; 632 inch 54 1/2; 634 inch 54 3/4; 636 inch 55; 638 inch 55 1/4; 640 inch 55 1/2; 642 inch 55 3/4; 644 inch 55 1/2; 646 inch 55 3/4; 648 inch 56; 650 inch 56 1/4; 652 inch 56 1/2; 654 inch 56 3/4; 656 inch 56 1/2; 658 inch 56 3/4; 660 inch 57; 662 inch 57 1/4; 664 inch 57 1/2; 666 inch 57 3/4; 668 inch 57 1/2; 670 inch 57 3/4; 672 inch 58; 674 inch 58 1/4; 676 inch 58 1/2; 678 inch 58 3/4; 680 inch 58 1/2; 682 inch 58 3/4; 684 inch 59; 686 inch 59 1/4; 688 inch 59 1/2; 690 inch 59 3/4; 692 inch 59 1/2; 694 inch 59 3/4; 696 inch 60; 698 inch 60 1/4; 700 inch 60 1/2; 702 inch 60 3/4; 704 inch 60 1/2; 706 inch 60 3/4; 708 inch 61; 710 inch 61 1/4; 712 inch 61 1/2; 714 inch 61 3/4; 716 inch 61 1/2; 718 inch 61 3/4; 720 inch 62; 722 inch 62 1/4; 724 inch 62 1/2; 726 inch 62 3/4; 728 inch 62 1/2; 730 inch 62 3/4; 732 inch 63; 734 inch 63 1/4; 736 inch 63 1/2; 738 inch 63 3/4; 740 inch 63 1/2; 742 inch 63 3/4; 744 inch 64; 746 inch 64 1/4; 748 inch 64 1/2; 750 inch 64 3/4; 752 inch 64 1/2; 754 inch 64 3/4; 756 inch 65; 758 inch 65 1/4; 760 inch 65 1/2; 762 inch 65 3/4; 764 inch 65 1/2; 766 inch 65 3/4; 768 inch 66; 770 inch 66 1/4; 772 inch 66 1/2; 774 inch 66 3/4; 776 inch 66 1/2; 778 inch 66 3/4; 780 inch 67; 782 inch 67 1/4; 784 inch 67 1/2; 786 inch 67 3/4; 788 inch 67 1/2; 790 inch 67 3/4; 792 inch 68; 794 inch 68 1/4; 796 inch 68 1/2; 798 inch 68 3/4; 800 inch 68 1/2; 802 inch 68 3/4; 804 inch 69; 806 inch 69 1/4; 808 inch 69 1/2; 810 inch 69 3/4; 812 inch 69 1/2; 814 inch 69 3/4; 816 inch 70; 818 inch 70 1/4; 820 inch 70 1/2; 822 inch 70 3/4; 824 inch 70 1/2; 826 inch 70 3/4; 828 inch 71; 830 inch 71 1/4; 832 inch 71 1/2; 834 inch 71 3/4; 836 inch 71 1/2; 838 inch 71 3/4; 840 inch 72; 842 inch 72 1/4; 844 inch 72 1/2; 846 inch 72 3/4; 848 inch 72 1/2; 850 inch 72 3/4; 852 inch 73; 854 inch 73 1/4; 856 inch 73 1/2; 858 inch 73 3/4; 860 inch 73 1/2; 862 inch 73 3/4; 864 inch 74; 866 inch 74 1/4; 868 inch 74 1/2; 870 inch 74 3/4; 872 inch 74 1/2; 874 inch 74 3/4; 876 inch 75; 878 inch 75 1/4; 880 inch 75 1/2; 882 inch 75 3/4; 884 inch 75 1/2; 886 inch 75 3/4; 888 inch 76; 890 inch 76 1/4; 892 inch 76 1/2; 894 inch 76 3/4; 896 inch 76 1/2; 898 inch 76 3/4; 900 inch 77; 902 inch 77 1/4; 904 inch 77 1/2; 906 inch 77 3/4; 908 inch 77 1/2; 910 inch 77 3/4; 912 inch 78; 914 inch 78 1/4; 916 inch 78 1/2; 918 inch 78 3/4; 920 inch 78 1/2; 922 inch 78 3/4; 924 inch 79; 926 inch 79 1/4; 928 inch 79 1/2; 930 inch 79 3/4; 932 inch 79 1/2; 934 inch 79 3/4; 936 inch 80; 938 inch 80 1/4; 940 inch 80 1/2; 942 inch 80 3/4; 944 inch 80 1/2; 946 inch 80 3/4; 948 inch 81; 950 inch 81 1/4; 952 inch 81 1/2; 954 inch 81 3/4; 956 inch 81 1/2; 958 inch 81 3/4; 960 inch 82; 962 inch 82 1/4; 964 inch 82 1/2; 966 inch 82 3/4; 968 inch 82 1/2; 970 inch 82 3/4; 972 inch 83; 974 inch 83 1/4; 976 inch 83 1/2; 978 inch 83 3/4; 980 inch 83 1/2; 982 inch 83 3/4; 984 inch 84; 986 inch 84 1/4; 988 inch 84 1/2; 990 inch 84 3/4; 992 inch 84 1/2; 994 inch 84 3/4; 996 inch 85; 998 inch 85 1/4; 1000 inch 85 1/2; 1002 inch 85 3/4; 1004 inch 85 1/2; 1006 inch 85 3/4; 1008 inch 86; 1010 inch 86 1/4; 1012 inch 86 1/2; 1014 inch 86 3/4; 1016 inch 86 1/2; 1018 inch 86 3/4; 1020 inch 87; 1022 inch 87 1/4; 1024 inch 87 1/2; 1026 inch 87 3/4; 1028 inch 87 1/2; 1030 inch 87 3/4; 1032 inch 88; 1034 inch 88 1/4; 1036 inch 88 1/2; 1038 inch 88 3/4; 1040 inch 88 1/2; 1042 inch 88 3/4; 1044 inch 89; 1046 inch 89 1/4; 1048 inch 89 1/2; 1050 inch 89 3/4; 1052 inch 89 1/2; 1054 inch 89 3/4; 1056 inch 90; 1058 inch 90 1/4; 1060 inch 90 1/2; 1062 inch 90 3/4; 1064 inch 90 1/2; 1066 inch 90 3/4; 1068 inch 91; 1070 inch 91 1/4; 1072 inch 91 1/2; 1074 inch 91 3/4; 1076 inch 91 1/2; 1078 inch 91 3/4; 1080 inch 92; 1082 inch 92 1/4; 1084 inch 92 1/2; 1086 inch 92 3/4; 1088 inch 92 1/2; 1090 inch 92 3/4; 1092 inch 93; 1094 inch 93 1/4; 1096 inch 93 1/2; 1098 inch 93 3/4; 1100 inch 93 1/2; 1102 inch 93 3/4; 1104 inch 94; 1106 inch 94 1/4; 1108 inch 94 1/2; 1110 inch 94 3/4; 1112 inch 94 1/2; 1114 inch 94 3/4; 1116 inch 95; 1118 inch 95 1/4; 1120 inch 95 1/2; 1122 inch 95 3/4; 1124 inch 95 1/2; 1126 inch 95 3/4; 1128 inch 96; 1130 inch 96 1/4; 1132 inch 96 1/2; 1134 inch 96 3/4; 1136 inch 96 1/2; 1138 inch 96 3/4; 1140 inch 97; 1142 inch 97 1/4; 1144 inch 97 1/2; 1146 inch 97 3/4; 1148 inch 97 1/2; 1150 inch 97 3/4; 1152 inch 98; 1154 inch 98 1/4; 1156 inch 98 1/2; 1158 inch 98 3/4; 1160 inch 98 1/2; 1162 inch 98 3/4; 1164 inch 99; 1

